

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. Prior to 1952 the Jan Sverma Plant of Motorlet at Jinonice produced a "V"-type piston aircraft engine of Russian make. It was allegedly the most powerful aircraft piston engine of Russian construction. The construction, performance data, and output figures are not known. Production of this particular type of engine was stopped at the factory in summer 1952, when the production of all piston-type aircraft engines was transferred to the Avia factory. Since that time the factory has been producing jet engines only.
2. In August 1953 SONP, at Kladno, supplied the factory with turbine blades and high-quality "Vitrix" steel jet engine parts. The blades were axial (7) flow blades, semifinished. They were treated, polished, and coated at Motorlet. SONP, Kladno, is the only supplier of turbine blades to Motorlet; it could not meet full delivery requirements of the turbine blades and other fine steel parts for the factory on schedule. There have been as many as 40 percent rejects of shafts due to faulty material and flaws. As a result, there have been temporary production stoppages, though SONP, Kladno, deliveries ought to cover fully the jet-engine production at Motorlet, with scheduled production of six MO-5 engines daily in three shifts. The output of MO-5s by August 1953 was three engines daily. The peak production rate was to be reached by the end of 1953, and in order to meet the deliveries the turbine blades from SONP, Kladno, will contain less steel-hardening metals; the lack of rare (sic) metals is the reason for production difficulties at SONP, Kladno.
3. In view of this, the replacement of the rotor during an early engine overhaul is envisaged.
4. For finishing the turbine blades, the factory, as of August 1953, was using one Bullard and three Russian-made machines. The Russian machines are inferior to Bullard in production rate and tolerance. These machines were also used for finishing compressor parts delivered by the Skoda factory at Prague-Smichov.
5. The Motorlet plant already has the machines needed to meet the scheduled full-capacity production of six MO-5's daily.

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